

1       Sec. XX. FISCAL YEAR 2020 TRANSPORTATION INVESTMENTS  
2                    INTENDED TO REDUCE TRANSPORTATION-RELATED  
3                    GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL  
4                    USE, AND SAVE VERMONT HOUSEHOLDS MONEY

5           This act includes the State’s fiscal year 2020 transportation investments  
6           intended to reduce transportation-related greenhouse gas emissions, reduce  
7           fossil fuel use, and save Vermont households money in furtherance of the  
8           policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive  
9           Energy Plan, and to satisfy the Executive and Legislative Branches’  
10          commitments to the Paris Agreement climate goals. In fiscal year 2020, these  
11          efforts will include the following:

12                   (1) Park and Ride Program. This act provides for a fiscal year  
13                   expenditure of \$2,651,588.00, which will fund four park and ride construction  
14                   projects—creating 277 new spaces across the State—and the design of five  
15                   additional facilities—totaling 277 additional spaces—scheduled for  
16                   construction in fiscal year 2021. Once completed, these 554 new park and ride  
17                   spaces will increase the number of State-owned parking spaces by 34 percent.

18          Specific additions and improvements include:

19                   (A) Williston - Construction of 142 spaces;

20                   (B) Saint Johnsbury - Construction of 44 spaces;

21                   (C) Royalton - Construction of 91 spaces;

1           (D) Cambridge - Improvements to existing spaces;

2           (E) Thetford - Design for 40 spaces;

3           (F) Berlin (Exit 6) - Design for 62 spaces;

4           (G) Berlin (Exit 7) - Design for 75 spaces;

5           (H) Manchester - Design for 50 spaces; and

6           (I) Williamstown - Design for 50 spaces.

7           (2) Bike and Pedestrian Facilities Program. This act provides for a  
8           fiscal year expenditure of \$13,123,651.00, which will fund 34 bike and  
9           pedestrian construction projects, and 20 bike and pedestrian design or right-of-  
10           way projects, or both, for construction in fiscal year 2021. The construction  
11           projects include the creation, improvement, or rehabilitation of walkways,  
12           sidewalks, shared use paths, bike paths, and cycling lanes. Projects are funded  
13           in Albany, Arlington, Bennington, Burlington, Castleton, Chester, Colchester,  
14           Dover, East Montpelier, Enosburg Falls, Essex, Fair Haven, Fairfield,  
15           Franklin, Hardwick, Hartford, Hinesburg, Jericho, Lake Champlain causeway,  
16           Manchester, Middlebury, Milton, Montpelier-Berlin, Moretown, Norwich,  
17           Pittsford, Plainfield, Pownal, Richford, Royalton, Rutland City, South  
18           Burlington, Springfield, Stowe, Sheldon, Swanton, Thetford, Underhill,  
19           Waitsfield, Waterbury, West Rutland, Williston, and Winooski.

20           (3) Transportation Alternatives Program. This act provides for a fiscal  
21           year expenditure of \$4,085,772.00, which will fund 21 transportation

1 alternatives construction projects and 14 design or right-of-way projects, or  
2 both. Of these 35 projects, 12 involve environmental mitigation related to  
3 clean water or stormwater concerns, or both, and the remaining 23 involve  
4 bicycle and pedestrian facilities. Projects are funded in Bennington, Brandon,  
5 Burlington, Castleton, Chester, Colchester, East Montpelier, Enosburg, Essex,  
6 Essex Junction, Hartford, Hyde Park, Jericho, Montpelier, Newfane, Pomfret,  
7 Putney, Rutland City, Shelburne, South Burlington, Springfield, St. Albans, St.  
8 Johnsbury, Thetford, Williston, Wilmington, and Winooski.

9 (4) Public Transit Program. This act authorizes \$34,022,399.00 in  
10 funding for public transit uses throughout the State, which is a 17.2 percent  
11 increase over fiscal year 2019 levels. This authorization includes  
12 \$1,884,000.00 for two large all electric transit buses for the Burlington area  
13 and \$480,000.00 for two all electric small shuttle buses for the Montpelier  
14 area. An additional \$3,000,000.00 flows through the State directly to the  
15 Green Mountain Transportation Authority. Also included in the authorization  
16 are:

17 (A) Go! Vermont with an authorization of \$858,434.00. This  
18 authorization supports the promotion and use of carpools and vanpools.

19 (B) Barre Transit Expansion with an authorization of \$275,000.00.  
20 This authorization increases service available through Barre Transit.

1           (C) Capital Commuters with an authorization of \$100,000.00. This  
2           program provides discounted bus passes to those commuting to work in  
3           Montpelier.

4           (D) Vermont Kidney Association Grant with an authorization of  
5           \$50,000.00. This authorization supports the transit needs of Vermonters in  
6           need of dialysis services.

7           (5) Rail Program. This act authorizes \$32,852,832.00 for passenger and  
8           freight rail uses throughout the State, which is an 11 percent increase over  
9           fiscal year 2019 levels. This authorization includes \$5,200,000.00 for  
10           infrastructure upgrades to bring passenger rail service to Burlington from  
11           Rutland and the \$8,300,000.00 provision to Amtrak. Since one freight rail car  
12           holds the equivalent of four tractor trailer trucks increased usage of freight rail  
13           lines will minimize wear and tear on the State's highway network.

14           (6) Multi-Modal Facilities Program. This act authorizes \$1,250,000.00  
15           to complete the \$7,500,000.00 multi-modal transit center, bike path, and  
16           pedestrian facility in Montpelier.

17           (7) Transformation of the State Vehicle Fleet. The State Vehicle Fleet,  
18           which is under the management of the Department of Buildings and General  
19           Services, contains 734 vehicles. Presently, 54 of those vehicles are hybrid or  
20           plug-in electric vehicles. Secs 41, 41a, and 42 of this act will requires that not  
21           less than 50 percent of vehicles purchased or leased by the Department of

1 Buildings and General Services on or after July 1, 2019 be hybrid or plug-in  
2 electric vehicles, and not less than 75 percent beginning July 1, 2021.

3 (8) Vehicle incentive and emissions repair programs. Sec. 33 of this act  
4 authorizes \$1,500,000.00 to support two programs.

5 (A) Plug-in electric vehicle incentive program. This program will  
6 offer financial incentives to income-eligible Vermont households purchasing  
7 or leasing new plug-in electric vehicles. As more fully described in Sec. 33 of  
8 this act, the Agency of Transportation will administer this program, which will  
9 be offered on a first-come first-served basis until the funds are exhausted.

10 (B) High fuel efficiency vehicle incentive and emissions repair  
11 program. This program will offer financial incentives to income-eligible  
12 Vermont households to replace older, fuel inefficient vehicles with used high  
13 fuel efficiency vehicles, including hybrid vehicles, and emissions repair  
14 vouchers for certain vehicles that failed the on board diagnostic (OBD)  
15 systems inspection but could, with less than \$2,500.00 in emissions repair  
16 work, pass the OBD systems inspection. As more fully described in Sec. 33 of  
17 this act, the Agency of Transportation will administer this program, which will  
18 target incentives to households that are served by the State's network of  
19 community action agencies. These households, for whom the purchase of new  
20 plug-in electric vehicles is financially out of reach, will benefit financially by

1 switching to far more efficient vehicles as envisioned by this program or  
2 having emissions repair work done to their existing vehicle.

3 (9) Report on methods to increase public transit ridership. This act,  
4 through the spending authorization for the Policy and Planning Program,  
5 includes funding for and direction to the Agency of Transportation to conduct  
6 a comprehensive study of strategies to increase public transit ridership, with an  
7 emphasis on rural areas.

8 (10) Report on time-of-acquisition feebates. This act, through the  
9 spending authorization for the Policy and Planning Program, includes funding  
10 for and directs the Agency of Transportation to conduct a study on time-of-  
11 acquisition feebates and make a recommendation on whether Vermont should  
12 establish a time-of-acquisition feebate program on the purchase and lease, if  
13 applicable, of new vehicles. Such a program would establish one or more  
14 levels of fuel efficiency based on miles per gallon or miles per gallon  
15 equivalent and provide an immediate cash incentive for vehicles that exceed  
16 that level, or levels, or assess a financial fee on vehicles that perform less than  
17 the established level, or levels.

18 (11) Report on weight-based annual registration fees. This act, through  
19 the spending authorization for the Policy and Planning Program, includes  
20 funding for and directs the Agency of Transportation to conduct a study on  
21 whether Vermont should establish an annual vehicle registration fee schedule

1 based upon the weight of the vehicle. As gas sales decline, revenues to support  
2 transportation infrastructure will continue to decline if not replaced with  
3 another source reflecting impact on roads, the environment, and State policies.

4 (12) Plug-in electric vehicle charging regulatory report. This act lays  
5 the groundwork for a regulatory structure in support of transportation  
6 electrification. The policies in this act, combined with impending action at the  
7 Public Utility Commission, will provide predictability for plug-in electric  
8 vehicle owners and the sustainability of Vermont's transportation  
9 infrastructure.

10 (13) Electrification of the State's motor vehicle fleet. This act, in  
11 concert with the Big Bill, appropriates \$512,000.00 to electrify the State's  
12 motor vehicle pool. The expenditures support the purchase of 12 fully electric  
13 vehicles and electric vehicle supply equipment at the following State facilities:

14 (A) 134 State St., Montpelier;

15 (B) Rutland;

16 (C) Springfield; and

17 (D) Barre.

18 (14) Transportation and Climate Initiative (TCI). This act, through the  
19 spending authorization for the Policy and Planning Program, supports staff  
20 work in collaboration with the Agency of Natural Resources to negotiate the  
21 Transportation and Climate Initiative agreement with other participating

1 jurisdictions. TCI jurisdictions are negotiating a regional low-carbon  
2 transportation policy proposal that would cap and reduce carbon emissions  
3 from the combustion of transportation fuels through a cap-and-invest program  
4 or other pricing mechanism and allow each TCI jurisdiction to invest proceeds  
5 from the program into low-carbon and more resilient transportation  
6 infrastructure.